

TROTTER AND PACER IN FULL ACTION AND A HORSE "BREAKING," AS CAUGHT BY THE CAMERA.



THE TOURING CLUB OF FRANCE.

Were It Not for Our Bad Roads We Might Have in This Country a System Such as in Vogue Abroad.

The history of cycling in America has made such phenomenal strides in the past two years that at this present time, with the great improvements in construction, the growth of the L. A. W. and the steady increase of membership of clubs all over the country—not to mention the favorable legislation obtained in many States—it would seem that America might easily lead all the cycling countries in every phase of the sport.

Yet there is more than one particular in which we fall far short of other nations in matters that pertain to the perpetuation and progress of the sport—and those particulars are in no wise creditable to us. We are acquainted with cycling as a sport, with cycling as a recreation, as a mere pleasure, and in its purely utilitarian phases, but with regard to cycling as devoted to pleasure in the form of touring we are practically ignorant.

There is but one real reason for this—our roads, which are the worst of any civilized country on earth. Were it not for this we might have such a system in this country as prevails in France and England, where outdoor life in the summer is a feature of the holiday season unknown to us here. The American goes abroad with his wheel for his summer's outing, to roam at leisure over the fine roads of France and England, and returning home in the autumn, brown and happy, he tells with delight of his outing. Our own country, with its infinitely superior scenery, its historic associations, and all that goes to make touring desirable, is left out of the cyclist's calculation, all because our roads are not fit for the recreation as it is known abroad. With our beautiful scenery, our superb climate, and all the natural advantages offered in our own nation, it would seem that we should make touring a national recreation that cannot be excelled in any other country.

Nothing could more clearly set forth the difference between our own country and that of others than a contrast between America and France, where cycling in its touring aspects is perhaps better known than in any other country.

It was in 1880 that the touring club of France—the Union Velocipedique de France and the Association Velocipedique de Amateurs—was organized. The latter has since been merged into the U. S. F. S. A.—Union des Societes Francaises de Sports Athletiques—which is practically the governing power of all the amateur sports of France. Thus, six years ago, France had the three branches of cycling—touring, professional racing and amateur racing—organized in a thorough manner unknown in America to this day.

The T. C. F. was first organized to create a feeling in public opinion toward a more rational acknowledgment of cycling as a progressive mode of locomotion, for at that time, although many wheels were in use in France, the sentiment in a number of the outlying districts was such that the tourists of only six years ago had to encounter difficulties on their outings that would seem incredible to us at present. The T. C. F. made itself noted from the first by devoting itself exclusively to cycling in its touring aspects, taking no interest in cycling as a sport, and even prohibiting racing under its colors.

The roads of France are proverbially among the finest in the world, and under the T. C. F. they have materially improved. The power of the T. C. F. is now so great that it would be difficult to overestimate it. It established the benefits of association, obtained many favorable legislative enactments, created a system of maps and information of great value to tourists, and from hotel keepers more reasonable and better treatment, caused many places to be placed in good repair that had been neglected by the cyclist, blazed along all the well-known routes

to warn the tourist of bad places in the roads, and it did all this, and much more, for the small sum of five francs (\$1) per year.

It is not strange that a thorough and complete system of this kind, which has been in existence since its organization has been growing, its membership is now over 50,000, and is confidently expected to reach 100,000 within the year. It is now not limited to France, but has flourishing branches in Germany, Austria, Russia and Alaska, and is very intimately connected with similar organizations in England and Italy. Among the more important of the regulations which have been adopted by the Union des Societes Francaises de Sports Athletiques, which permits tourists to cross the frontiers of Germany, Italy and Belgium without paying duty on their wheels, something every tourist will fully appreciate. This enactment was considered a superior diplomatic move at the time the concession was obtained.

With the superb system of good roads in France, and this powerful organization to assist in its maintenance, the form of touring, it is no wonder that the long and delightful outings on the Continental roads are a feature of the summer here as a social diversion. Thus, once more, America has been left behind.

Professional sport is now very strong in France, and here, again, the power of one of the French unions is apparent.

Until 1885 the U. S. F. S. A. was almost the only regulating power. The directing committee had their decisions accepted without dissenting voice, and a fine lot of professional riders under excellent rules and good management had brought professional sport to a desirable issue. Just at present, owing to unfortunate difficulties, the U. S. F. S. A. has not the influence it had a short time ago, but the professional sport of France is still in a flourishing condition, and likely to give the United States pointers for some time to come, as our racing teams recently tested in the U. S. F. S. A. for instance, have never admitted a Class in racing, and the abolition of that class here in America by the L. A. W. within the past year justifies the French judgment.

The U. S. F. S. A. has very stringent rules, which are enforced without fail in every instance of violation. Three months suspension being mild and the punishment sometimes reaching permanent disqualification. The result is that the French transfers from the amateur to the professional class are as known in America are unheard of in France, greatly to the advantage of the sport. It is well if the "pure" amateur in all the professional knowledge of his amateur masquerade were trusted to do in this country such as he would meet with in France.

There are now over two hundred societies in the U. S. F. S. A., and some of these have a membership of over 2,000. Twenty-four of these societies, numbering in all over 3,000 members, are devoted to cycling exclusively. All the others have a cycling section, for cycling is very popular among the French athletes.

The U. S. F. S. A. is a federation of amateur athletic clubs in France corresponding to the Amateur Athletic Association of England, and it aims to promulgate in France the same for all athletics, chiefly football and foot racing, and it had already acquired a great power when cycling came into vogue. Since the advent of this recreation the influence of the organization has been greatly increased, and today it is the governing power of athletics in France.

The U. S. F. S. A. has a yearly road championship of 100 kilometers; two track championships, one of one kilometer and the other of fifty; two challenges, each of fifty kilometers, and an indefinite number of other events. In addition to these, the U. S. F. S. A. gives out other challenges and championships, and all the societies that belong to it give their own races. A number of the road races are prominent annual events, and are anticipated for months in advance, and are attended by several hundred riders. Among these races are the Paris-Dieppe, the Paris-Rouen and the Paris-Paris.

The rule of the road in France frequently puzzles the American, who is accustomed to exactly the opposite of what is expected in France. The general rule is to keep to the right side of the road, and many collisions have resulted from this. The exception to this is when the tourist is to pass another vehicle going in the same direction as himself. In this case the tourist takes the left, leaving the other to the right.

The French wheel is taxed ten francs a year, and every wheel must be furnished with small hand and foot pumps, and the address of the owner. The tourist is allowed the occasional privilege, under extraordinary circumstances, of using a bicycle without a license, but this is a dangerous and dangerous to the cyclist, blazed along all the well-known routes

HARD SEASON FOR THE LAYERS.

A Bookmaker Says That Not One in Ten Will Quit with a Profit.

One of the most prominent layers of the odds on the local tracks is authority for a statement that not one in ten of his fellows will end the season with a profit.

At first thought this statement appears ridiculous, and yet when the grounds on which it was based were explained one could readily understand that it is entirely feasible.

The public, with but few exceptions, are losers; owners and trainers that have managed to come out of the fray unscathed are the exception rather than the rule; the "dogs" players and the "rail birds" have the same tale to tell.

Public form has been too bewildering for the keenest; favorites that looked certain have been beaten repeatedly by chances that one would think ran practically unbacked, which would mean, one would think, clean sheets for the layers; yet comes the wall from "the line" that these profits are taken away by a select few who seldom bet on losers, and there is every reason to believe that their complaints are well founded.

Thus, then, probably solves the question "Where does the money go?" and this means an amount away above the calculations of those who have failed to give the subject consideration.

Now comes the question, Who may be included in this list of favored ones?

Any one who has been a regular visitor at the tracks this season will not be compelled to do any deep thinking to find the favorites. They are clever in many ways, yet at times precaution has been lost sight of, and the result is their doings, or rather a portion of them, have been exposed. With all this they have planned well and reaped a harvest.

If their transactions were over and above board, no one would begrudge them their success, for then they would be entitled to all they could win, but unfortunately the major portion of their work is cleverly concealed, and in the opinion of many not strictly legitimate.

If the operations of the suspected ones were confined to horses that ran in their names and colors, no one would grumble, but when horses are "farmed out" in a dozen different stables they are given opportunities that are practically dishonest.

It would be very difficult to prove these connections, for the risk in making them is too great to permit of any weak spots, of the "favored few." He would, of course, of the "favored few." He would, of course, deny the story, and the denial would have to be accepted. They have played with the same bold hand all season, and it looks an impossibility to convict them, yet to permit them to go on means sure disaster.

Their friends into the bank rolls of the layers is but a minor consideration. The real harm they do is the distrust they create among the general public.

Let one of their many commissions go down the line backing a horse, and there is a miniature panic among the bettors. Form would not warrant their following this "smart money," and yet experience has shown that it is foolish to bet against it. This uncertainty causes many to refrain from betting, and brings general dissatisfaction.

This sort of thing cannot go on. Circumstances will eventually be met with for conviction, but it looks as if in this case it is the only means of ending the existing difficulties. Something must be done, and without delay, to restore confidence.

FRANK J. BRYAN.

RACING COLORS THAT PUZZLE ONE.

Mistakes Made in the Selection of Silks for Jockeys to Wear.

The art of the dyer turns out silks and satins of so great a variety of hues that the poor old solar spectrum blushes with envy. Yet day after day racegoers ruin their eyesight in vain efforts to discern the colors carried by the thoroughbreds. Black and yellow, red and black, white and red, green and red, purple and gold, and white with sundry distinguishing marks, legible at a distance—these are the usual combinations, iterated and reiterated with painful sameness.

It was actually the case one day in 1894 that out of a field of eight at Morris Park seven of the colors had red for the dominant note, so that, when the horses were at the post on the Eclipse course, they were indistinguishable. Many owners make the mistake of supposing that white "whips," or "braces" of any color will help to show up the jacket at a distance. In actual fact only the strongest color is in evidence when the field is racing down the backstretch, and all small marks are lost to sight. Then, too, such weak colors as light blue and canary, pink and blue, gray and blue and the like, when combined, merge in the distance into an indefinite shade.

The trouble seems to be twofold: first, that many showy and attractive colors are not employed; secondly, that the colors are not selected to secure strong distinctiveness by contrast and proper arrangement.

Among the colors overlooked may be mentioned salmon, cerise, chartreuse, French gray, chocolate, plum, turquoise, geranium, pale sea green, cardinal, puce, marigold, old rose, heliotrope, fawn, sage green, iron gray, ruby, softgreen, maize, peach, citron, apple green, purple, rife green, Indian red and cinnamon. It cannot be said that all these colors in first acquaintance recommend themselves for the purpose under consideration, but it must be remembered that the most indefinite color may be shown up by a contrast which is striking, without violating the scheme of color, or, in other words, making such a glaring and discordant contrast that the component colors, to use an expressive vulgarism, "sweat at each other." Many excellent colors now employed are abused from lack of this precaution. For example, the purple and black of the Goughers Stable are both in themselves admirably adapted for the purpose, but combined lose all force and distinctiveness.

The ideal would be for every stable to have a whole color. It is not possible for any one to beat for effectiveness the scarlet of Messrs. A. H. & D. H. Morris; the black of Mr. August Clason; the blue of Mr. Gileon; the orange of Mr. Dowell; the pink of Trowbridge & Co.; the white, gold tassel, of Mr. M. F. Dwyer, and so on; but there are not enough colors to suffice. When it comes to mixed colors, probably the most effective are the famous "maggie" that Mr. John Hunter claims, "black, white sleeves, red cap." The contrast is striking in the extreme, and the colors do not blend, no matter how distant they may be. On the other hand, to take colors that have the hallowed tradition of an English Derby victory, Mr. Lorillard's famous "cherry, black hoops, black cap, gold tassel," are open to comment. "The cherry jacket and black cap show up all right, but the black hoops might just as well not be there for all that can be seen of them at a distant point in a race.

So far as the majority of our owners are concerned, it may be said that they fail to recognize that there is more than one shade of any given color. Red is red, whether it be vermilion, scarlet, Indian red or geranium. Green is green, whether it be emerald, sea green, olive green, olive green or Lincoln green, and so on. Hence it comes that racegoers find colors described on the card as virtually identical

that are radically different. A funny thing in this connection is that a certain stable has been running its horses in colors described as follows: "Changeable blue, white sash." The most ingenious and imaginative have so far failed to discover the slightest indication of blue in the jacket, which is really of a dark, changeable red. Greater accuracy of description would be of material comfort to the casual racegoer, who naturally is not anxious to have a puzzle to solve every time a field of horses goes to the post. But, much more important is it that newcomers on the turf should strike out in new directions and not perch on grounds already occupied. Here are some suggestions which may possibly be of service to such persons:

Malze, ruby cap and sleeves.
Apple green, plum cap (cap made of velvet for preference).
French gray, puce cross belts and cap.
Turquoise, geranium sleeves and cap.
Heliotrope, chart sleeves and cap.
Silver gray and purple hoops, silver gray sleeves, purple cap.
Salmon, sage green sash, sleeves and cap.

Fine Cricket Promised.

Great interest is now being taken by followers of cricket in this section of the country in the coming international match that is to take place on the grounds of the New Jersey A. C. September 23 and 24. The famous Australian cricketers who are now playing their opening games in Philadelphia will be seen in the metropolitan district. The Cricket Committee of the New Jersey A. C. have been working faithfully for the past several weeks perfecting arrangements for this match, and they expect a large and enthusiastic crowd of followers of amateur sport on hand to witness the game. There is an international favor about this match, and people are desirous of seeing the famous bowlers and batters of the Australian team perform. The game will commence each day at 11 a. m., and it is almost a certainty that visitors to the grounds on the first day will see the Australians bat.

GOLF NOTES.

Willie Norton, the well-known professional, who has had charge of the Seabright Golf Club course ever since it was opened, last Spring, has been called back to the Lakewood Golf Club, where he will resume charge on Monday and prepare the course for the Winter season, which is to be exceptionally lively after the other courses are closed.

A protest has been lodged against J. Preslie Kelllogg, who turned in the lowest score in a large field which competed on Thursday at the Seabright Golf Club for the second cup offered by Edward D. Adams, on the ground that during the second round of the competition the player accompanying him was not a competitor. His score was as follows:

Out.... 4 6 4 7 8 7 9 6 5-56
In.... 4 6 12 5 5 9 8 8 7-53-114-35-70

Should he be disqualified by the Greens Committee, the cup will go to A. H. Porter, who finished second, as follows:

Out.... 7 4 6 6 9 9 8 5 4-56
In.... 4 6 5 6 7 6 5 5 5-49-107-20-97

The Board of Governors of the St. Andrews Golf Club held a meeting at Delmonico's Thursday night and arranged the programme for their annual tournament. It will begin October 7 with a thirty-six hole medal play contest, from scratch, for the President's cup. The lowest card wins the trophy, and there will be a gold medal for second and a silver medal for third. October 8 the first sixteen at medal play will compete in rounds at hole play to the finish for the St. Andrews' cup, with gold and silver medals for second and third. October 9 the semi-finals and finals will be played. October 10 the tournament will be concluded with an eighteen hole medal play handicap, limited to nine strokes, for a silver cup, with gold medal to second and silver medal to third. During the week there will also be a competition in eighteen hole rounds, hole play, for the consolation cup, open only to unplaced competitors on the first day. The committee appointed to manage the tournament consists of A. I. Livermore, chairman; W. R. Innis, J. S. De Garmendia, W. E. Hodgman and Harry Holbrook, Jr. No provision was made for a professional tournament, but it is said that a competition may be arranged about November 7.

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